

# FISCAL NOTE

**Bill #:** HB0736

**Title:** Provide for safety measures for bridge construction or maintenance

**Primary Sponsor:** Furey, K

**Status:** As Introduced

Sponsor signature

Date

David Ewer, Budget Director

Date

## Fiscal Summary

	<b><u>FY 2006 Difference</u></b>	<b><u>FY 2007 Difference</u></b>
<b>Expenditures:</b>		
State Special Revenue	\$242,250	\$242,250
Federal Special Revenue	\$849,000	\$849,000
<b>Revenue:</b>		
State Special Revenue	\$0	\$0
Federal Special Revenue	\$0	\$0
<b>Net Impact on General Fund Balance:</b>	\$0	\$0

- |   |   |
|---|---|
| <input type="checkbox"/> Significant Local Gov. Impact    | <input checked="" type="checkbox"/> Technical Concerns            |
| <input type="checkbox"/> Included in the Executive Budget | <input checked="" type="checkbox"/> Significant Long-Term Impacts |
| <input type="checkbox"/> Dedicated Revenue Form Attached  | <input checked="" type="checkbox"/> Needs to be included in HB 2  |

## Fiscal Analysis

### ASSUMPTIONS:

#### **Montana Department of Transportation (DOT)**

1. Montana Department of Transportation (DOT) performs detailed bridge deck analysis from May through September every year on selected bridges. Currently, the department uses traffic control devices such as cones and signing in accordance with the Manual on Uniform Traffic Control Devices. Setting up concrete rail would be impractical. Flaggers would be used. (4 months x 20 days /month x 8 hrs /day x 2 flaggers x \$50.00 / hr = \$64,000)
2. The department is required to inspect the 4,500 bridges under its jurisdiction once every two years. On the average about 3 hours would be spent either examining the deck, rail, superstructure, or in a snooper truck parked on the deck. Setting up concrete rail would be impractical. Flaggers would be used. (4,500 bridges/2 x 3hrs /deck x 2 flaggers x \$50.00 / hr = \$675,000)
3. Prior to construction, the department is required to do layout surveying. There is an average of about 50 projects per year that have bridges on them. (50 bridges x 2 hrs / bridge x \$50 x 2 flaggers = \$10,000)
4. Construction is performed on 50 bridges per year. The average contract is 100 days. Flaggers or concrete rail would be required 24 hours per day. Assume 90 percent of projects already have concrete rail

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(continued)

required or use a detour. Of the remaining 10 percent, half would use flaggers and half would use concrete rail.

5. Of the 5 percent remaining projects using flaggers, they would only be needed for half the contract time. (50 bridges/yr x 100 day/proj x 24 hrs/ day x 2 flaggers x \$50/hr x .05 (5% of projects) x ½ of contract time = \$300,000)
6. An estimated three projects per year would use concrete rail. Each project will an average 120 feet and require two set ups to allow work on both sides of the structure. The average unit bid price for temporary concrete rail is \$175 per 12-foot section. (3 projects x 120 ft x 2 set ups \$175 / set up = \$12,250)
7. The total cost for construction program activities is \$1,061,250, with 80 percent federal and 20 percent state funds.
8. Maintenance activities would be performed on 100 bridges per year for a total cost of \$30,000, (100 bridges x 2 flaggers x 3 hours x \$50/hour)

### FISCAL IMPACT:

	FY 2006 <u>Difference</u>	FY 2007 <u>Difference</u>
<u>Expenditures:</u>		
Operating Expenses	\$1,091,250	\$1,091,250
<u>Funding of Expenditures:</u>		
State Special Revenue (02)	\$242,250	\$242,250
Federal Special Revenue (03)	<u>849,000</u>	<u>849,000</u>
TOTAL	\$1,091,250	\$1,091,250
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>		
State Special Revenue (02)	(\$242,250)	(\$242,250)
Federal Special Revenue (03)	(\$849,000)	(\$849,000)

### LONG-RANGE IMPACTS:

There would be an annual cost of around \$1,000,000 every year for the life of the bill.

### TECHNICAL NOTES:

1. DOT is already required to comply with the Manual on Uniform Traffic Control Devices, which is the nationally accepted standard for traffic control.